

# The Pacific Commercial Advertiser

A MORNING PAPER.

RODERICK O. MATHESON EDITOR

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## TOURISTS AND TRANSPORTATION.

The San Francisco Examiner reports that the tourist traffic of Southern California has increased to such an extent this winter that the Southern Pacific railroad will put on an extra fast train to accommodate it. The train will be equipped with parlor cars, diner and observation cars only, and will be known as the "Shore Line Limited."

What would the people of Southern California do if they had this extra business offering and were refused train accommodation to handle it? What if they were told that the Southern Pacific would not be allowed to carry passengers to Los Angeles, and that the Santa Fe alone could do business? Supposing, further, that the Santa Fe could not handle the traffic and made no attempt to do so, on the contrary putting all its rolling stock into service to other points, and advised people to cut out Los Angeles?

Wouldn't there be a howl? Wouldn't Southern Californians try to get a service via Mexico if the American lines discriminated against her? Would the people stand for it? They would not. They would bring those tourists in if they had to extend a Mexican line to do it, and there would be no fit-throwing about protecting the American flag, either.

Hawaii is the only part of the Union that is supposed to get the worst of it from the law and from American transportation companies and say that she likes it.

## AN OBJECT LESSON.

There has been for years, and may be indefinitely, a pronounced opposition on the mainland to every form of ship subsidy. The theory of those composing this opposition is that such a subsidy would be "simply putting money in the pockets of shipbuilders and shipowners," that it means taxing the many for the few, and that it would not serve the purpose for which it is intended. Some of the more radical opponents of ship subsidy go so far as to say, or at least to intimate, that so long as our commerce is carried it makes little difference to us whether it is carried in American or foreign bottoms.

Touching upon the President's declaration at Seattle that he would recommend a certain form of ship subsidy, or more properly of subvention, to congress, the New York Sun's Washington correspondent quotes the following passage from a report made recently to the state department by Consul-General Anderson of Rio Janeiro:

As a result of more or less aid from the governments concerned, within the past three years there has been developed between the east coast of South America and the several countries of Europe, notably Great Britain, Germany, France, and Italy, a service of fast modern ships, the least of them of fourteen knots speed, which has come to be a prominent factor in the foreign commerce of that coast with the rest of the world. The number of such ships entering and clearing from the port of Rio Janeiro from and to Europe has doubled in the last three years.

Commenting upon this, the correspondent points out that there are now passenger, freight and mail connections between Europe and Rio Janeiro about sixteen times a month, the trip being made in twelve to fifteen days, whereas between New York and Rio Janeiro there are about two such connections a month, the run being made on an average of about eighteen and a half days. "In other words, transportation facilities between the United States and the east coast of South America, with its already large and rapidly increasing demand for imported products, are slow and inadequate, while despatch to and from Europe is made on an average of four times a week by vessels of speed."

It is hardly necessary to go farther than to present the imports of the four nations of the east coast of South America from all countries and from the United States in order to make clear the necessity for the step that President Taft is advocating now before congress. Of the \$272,972,736 worth of goods imported by Argentina only \$35,537,004 worth comes from the United States. Of the \$177,450,000 that Brazil spends annually on imports, only \$16,973,694 is spent in the United States. Our share of Uruguay's \$34,618,804 expenditures on foreign merchandise is but \$3,134,694, while we get \$53,229 of the \$3,929,724 that Paraguay spends abroad.

The same condition prevails in the Orient. Great Britain, with her superior merchant marine, captures the bulk of the trade, with the United States far down on the list of exporters. Trade follows the flag, but it is the flag that flies on the ships.

Chief of Detectives-to-be McDuffie will enter the force again with a clear field before him, to make a record for himself one way or the other. He is familiar with police conditions; he knows the temptations that beset a scantily-paid official; he has seen what follows a lapse from the line of strict duty. That he will make good is the sincere wish of The Advertiser, a wish that is coupled with the belief that he will. There may have been a time in the police history of Honolulu when a lapse from strict honesty on the part of a police officer was generally condoned; there are yet apologists for and defenders of graft in the city, but enough has been done and said within the past four years to show that honesty is decidedly the best policy. Every honest man is not rewarded according to his deserts and every rogue has not been exposed, but enough of each have to prove the rule.

A contemporary enjoys the use of the word "suggest" used by Secretary Ballinger in his report in connection with the suspension of the coastwise laws. Considering that it is the secretary's province to suggest, and only suggest, legislation, the amusement evinced seems inappropriate. Even the President can go no further than suggest legislation to congress.

## REFERENCE SHORT, BUT POINTED

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49 over the preceding year. The expenditures were \$2,934,984.10, an increase of \$117,005.24. The surplus of receipts was \$116,542.71. The cash on hand July 1, 1909 (current account), was \$453,106.76, and there were outstanding warrants amounting to \$170,718.57, leaving the net available cash balance \$282,388.19. The bonded debt at the close of the year was \$3,959,000, a reduction of \$20,000.

"The imports amounted to \$21,424,980, an increase of \$1,539,256. Those from the continental United States amounted to \$17,391,406, an increase of \$2,088,081. The exports amounted to \$40,521,504, a decrease of \$1,666,951. Those to the United States amounted to \$40,437,352. The decrease in exports was due largely to delay in harvesting the sugar crop.

"The customs receipts, which go to the federal treasury, amounted to \$1,396,379.91, a decrease of \$153,177.41 from the preceding year, but larger than for any year except the last two.

"The 1909 crop of sugar is estimated at 530,000 short tons, valued at \$40,000,000.

"Attention is directed to the importance of amending the land laws of the Territory so as to encourage in every way practicable the disposition of lands in small parcels to actual settlers, and to prevent such lands from falling under the control of associations or corporations.

"The through steamers which make Honolulu a port of call are generally in foreign ownership and under the coastwise navigation laws can not transport passengers between the Territory and the mainland. The result is that the present transportation service is inadequate. It is accordingly suggested that said laws be suspended for a limited period as to passenger traffic between Hawaii and the mainland."

## SHIBUSAWA GAVE THANKS TO HOSTS

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condition of the Japanese laborers and the conditions under which they are working.

As to the grand tour of the mainland Baron Shibusawa said the members of the party had little time to gather details of impressions of any city, owing to their short stay in each. The present trip was taken with a view to cultivating better and more friendly relations between Japan and America and to develop the commercial intercourse of the two nations.

"I think the American people who received us," said the Baron, "understood our purpose and I believe the result of our visit will be beneficial both to us and to them and be of great mutual advantage. San Francisco was the last place at which we stopped on the mainland. To the people there I stated that plans should be made to bring us both in closer touch industrially and socially. I believe this visit of ours will bring about a better understanding between the two nations and aid in advancing the prosperity of each."

## Advices Friendly Relations.

K. Otani, president of the Yokohama Chamber of Commerce, a man respected for his financial attainments almost as highly as Baron Shibusawa, stated at the conclusion of the day's wanderings that he and his associates considered that the American people have a very friendly feeling toward the Japanese, like that of a father for his son, or a teacher for his pupil. That such was the prevailing feeling in America the commissioners had felt, because they found the American people open-hearted and apparently had held no secrets from them. The commissioners knew that they could use that knowledge to their own advantage, feeling that the American people would approve. The Americans, he said, are

treating the Japanese as their friends. This feeling should be reciprocated by the Japanese in some way. The two nations can help each other to their mutual advantage. His advice to all Japanese is to live on the most friendly terms with the people among whom they are residing.

## If Citizens, Be Good Citizens.

K. Midzuno, Consul-General of Japan at New York, on learning of Editor Sheba's advocacy of an amalgamation of the races in Hawaii, agreed fully with that policy. During a conversation in the afternoon, Mr. Sheba told him that the wage question was settled and no longer exists. Mr. Sheba informed him that his paper, the Hawaii Shippo, intended to work for the assimilation of the races in Hawaii. The Japanese children, who are to be given the right to vote when they are of age, must be thoroughly Americanized and American in their ideas and in their loyalty to the Stars and Stripes. They should not enjoy the franchise and at the same time be Japanese subjects at heart. They must throw off allegiance to Japan and be Americans in spirit when they enjoy the full rights of citizenship. They must be severed from their mother country in the same way as English, Germans, French or any other nationality. These people become Americans at heart. Only under such conditions can the Japanese be expected to be treated like citizens. Mr. Sheba said that this would be the policy of the Shippo. Mr. Midzuno agreed with this policy in every particular and added a word of encouragement.

## Where Is Friction?

K. Nezu, member of parliament and a trustee of the Tokio Chamber of Commerce, agreed with the remarks of Mr. Otani with reference to the friendly spirit prevailing between the two nations. He was also pleased that the labor troubles had come to an end and that the Japanese people are contributing toward the general industrial development of the islands. He was pleased to learn that in the manufacture of soy and sake, many of the materials used were grown in the islands, a feature which would materially add to the wealth of the Territory. This was right, as otherwise the Japanese could not improve their condition.

As to the relations between America and Japan, he asked the question, "What is this friction that we hear about?" He laid it to the yellow journals and could explain it in no other way. He believed the two nations could help each other.

## Composed Poem on Pali.

While the commissioners were gazing out over the magnificent country of windward Oahu from the Pali, Messrs. Midzuno and Iwaya, the latter being known in the literary world as Sazanami, composed a poem about the wonders of the Pali. It was short, but it is said to be very beautiful in the original.

## Pupil of Professor Scott.

T. Watase, proprietor of the Tokio Plant, Seed and Improvement Company, greatly regretted that he failed to meet his former instructor, Prof. M. M. Scott, the latter having taught in one of the government schools in Japan thirty years ago. Mr. Watase spoke in the highest terms of his former instructor.

## Old Men in Party.

There are several very old men in the party, two being over seventy years of age and three between the ages of sixty and seventy. The younger members of the party, as well as many of their hosts, have wondered at the vitality and vigor shown by these aged men in keeping up the pace set in the thirteen thousand mile journey. The health of the whole party has been exceptionally good during the entire trip.

## HON. S. K. MAHOE

### STILL MUCH ALIVE

(Continued from Page One)  
report the extraordinary sight of a dead man paying street-car fare.

Mr. Mahoe is not the only man who has been pronounced dead by the papers of Honolulu and lived to present denials in person to the erring editors. Judge Kalua is one who has, and the Rev. E. S. Timoteo is another. Mrs. Timoteo is yet receiving illuminated resolutions of condolences, sent to the "widow" by sorrowing societies in the outer districts.

The S. K. Mahoe who died at the hospital on Saturday was a hack driver of this city.

Senator Piles of Washington announces that he will retire from the Senate at the end of his term.

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## Christmas Gifts

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